(b) The mandate of the Mission would include:

(i) Developing a comprehensive database for unprotected build heritage and antiquities,

(ii) To conserve in a sustainable manner selected unprotected monuments,

(iii) Inculcating and promoting awareness on built heritage and antiquarian wealth and participation in conservation efforts,

(iv) Capacity building in State Archaeology Departments and NGOs in heritage protection and preservation, and

(v) To strengthen communication and dissemination levels of information through popular literature and publications.

(c) Detailed working procedures of the Mission are yet to be finalized, which will be done in consultation with the State level implementation committees.

(d) There is no proposal at present to generate resources through non-budgetary sources.

(e) Archaeological Survey of India will be the nodal agency to implement the Mission. In addition, the Mission would draw upon the expertise available with State Governments, NGOs, Universities and Academic Bodies and other research organizations.

(f) As stated above, the Government proposes to involve NGOs, other professionals and academic organizations and other voluntary organizations which would be identified by the State level implementation Committees.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Training to pilots on foggy conditions

186. SHRI PRAMOD MAHAJAN:
SHRI EKANATH K. THAKUR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of airlines which are not having pilots trained in low visibility foggy conditions;

(b) what steps are being taken by Government to make them fully trained for such conditions; and

(c) what stern message is being passed on to these Airlines in case of non-compliance of such conditions by them before the next winter schedule?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Alliance Air, Blue Dart Aviation, Air Deccan, Kingfisher Airlines, Go Airways, Paramount Airways, Spice Jet and Air India Express have not yet trained their pilots in low-visibility foggy conditions.

(b) and (c) The airlines are counselled from time to time to train their pilots for operations in low-visibility conditions. It is also insisted upon airlines to have their Training Captains authorized/trained for ILS CAT-II/III operations to train maximum number of pilots for CAT-II/III operations to improve the operational efficiency during poor visibility conditions. They have also been told that if they take no steps to train their pilots in this directions, their winter schedules may get effected.

Contract for modernisation of Delhi and Mumbai airports

187. SHRI AMAR SINGH:
SHRI ABU ASIM AZMI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of rates submitted by each company in the tender for the award of contract for the modernisation of Delhi and Mumbai airports;

(b) if whose favour the contract was awarded; and

(c) whether it is a fact that the claim of the lowest bidder has been ignored while awarding the contract and if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) For selection of private partners for the Joint Venture Companies financial bids of four consortia each for Delhi and Mumbai airports were opened. The Financial Considerations in terms of revenue sharing quoted for Delhi airport were GMR CONSORTIUM 43.6401%, RELIANCE CONSORTIUM 45.99%, DS CONSTRUCTION CONSORTIUM 40.15% and MACQUARIE CONSORTIUM 37.04% and